

FROST STRUCK AGAIN.

Herring Now Bringing Fancy Prices at Bay of Islands.

Recent Warm Spell Dispelled Immediate Fear of Gulf Ice.

Sch. Senator Gardner arrived home this afternoon from Bay of Islands, N. F., with a cargo of salt herring. The schooner had a fine passage, being but a week on the way home. Capt. Vincent Nelson has hustled her right along for she is home ahead of vessels which were supposed to have left several days ahead of her.

Late advices from Bay of Islands, N. F., are to the effect that four or five vessels are about loaded with salt herring, but that herring continue very scarce, although a good run is hoped for.

Other advices received last evening state that frost has set in and that the vessels of the frozen fleet are putting up fish on their scaffolds, the herring bringing \$2.25 per barrel, green, and 70 cents per basket, frozen.

A telegram to Capt. Carl C. Young states that his sch. Dauntless, which was nearly filled with salt herring, would finish up on frozen goods.

Word from the skippers is to the effect that they do not immediately fear the field or gulf ice coming down and closing the bay, because since the cold snap, when the ice was first noticed in the straits, there had been quite a spell of unusually warm weather for this season of the year. Notwithstanding this feeling, some of the owners here, who fully realize what the coming of the ice would mean, will feel a great deal easier when the end of the season is in sight and the vessels leave the bay for home.

There is a feeling here that judging from the erratic way the herring schools have acted since the season opened, the main run is very late and has not started in, and the owners are daily hoping to hear that the fish have come into the Arms with some signs of remaining there for a while. This of course is conjecture, but it is to be hoped that the opinion will be borne out soon by actual conditions.

Recent advices to the Boston Fish Bureau state that schs. Esperanto, Senator Gardner, Maxine Elliott and John R. Bradley sailed for home last Saturday, schs. Esperanto and Bradley with frozen herring and schs. Maxine Elliott and Gardner with salt herring, also that there was a good frost at present and the Humber was frozen over solid.

Dec. 30.

DAILY TIMES FISH BUREAU.

Today's Arrivals and Receipts.

Sch. Vanessa, via Boston, 40,000 lbs. fresh fish.
Sch. Emily Sears, shore, 17,000 lbs. pollock.
Sch. Teresa and Alice, shore.
Sch. Valentina, shore.
Sch. Maud F. Silva, shore, (went to Boston.)

Today's Fish Market.

Round pollock, 55 cts. per cwt.; gutted 60 cents.
Salt Georges cod, large \$4.00, mediums, \$3.00.
Bank halibut 11 cts. per lb. for white and 8 cts. for gray.
Salt pollock, \$1.50; salt haddock, \$1.50.
Eastern salt shack trip cod, \$3.25 per cwt. for large and \$3 for markets.
Splitting prices for fresh fish, Western cod, large, \$2.00; mediums, \$1.60; Eastern cod, large, \$1.90; medium, \$1.50; cusk, \$1.60 to \$1.65; haddock, 80 cts.; hake, 75 cts.; pollock, 70 cts.
Eastern deck handline cod, \$4.00 for large and \$3.00 for mediums.

Boston.

Sch. Dorothy, 5000 haddock, 1000 cod, 1000 hake.
Sch. Warren M. Goodspeed, 5000 haddock, 1200 cod, 1000 hake, 7000 pollock.
Sch. Sadie M. Nunan, 4000 haddock, 3000 cod.

Sch. Joseph H. Cromwell, 5500 haddock, 700 cod, 400 hake, 3000 pollock.
Sch. Ethel B. Penney 5000 haddock, 3000 cod, 2500 pollock.
Sch. Richard J. Nunan, 10,000 haddock, 1000 cod, 6000 hake.
Sch. Rob Roy, 16,000 haddock, 10,000 cod.
Sch. Aspinet, 7000 haddock, 5000 cod, 4000 pollock.
Sch. George E. Lane, Jr., 5000 haddock, 2500 cod, 1500 hake.
Sch. Rebecca, 4000 haddock, 500 cod, 4000 hake.
Sch. Galatea, 6000 haddock, 600 cod, 3000 hake.
Sch. Manomet, 3500 haddock, 2500 cod, 5000 hake.
Sch. Maud F. Silva, 7000 haddock, 1000 cod, 2000 hake.
Sch. Nettie, 1500 haddock, 500 cod, 300 hake.
Sch. Julietta, 3500 haddock, 1500 cod, 600 hake.
Sch. Mary J. Beals, 200 frozen shore herring.
Haddock, \$2 to \$4.25 per cwt.; large cod, \$2 to \$2.75; market cod, \$1 to \$2; hake, \$1 to \$2; pollock, \$1.

Fishing Fleet Movements.

Sch. Rex was at Liverpool, N. S., on Saturday.

Schs. McCoan and Lillian were at Canso, N. S., on Saturday.

After laying up for a month after a very successful Georges halibut season, sch. Teazer will now fit out again for halibuting under command of her regular skipper, Capt. Peter Dunskey, who has improved his well-earned vacation by visiting friends in various cities.

Sch. Natalie J. Nelson has had a new bowsprit stepped, to replace the one carried on her recent trip, and is ready for sea more. The bowsprit was stepped by the use of shears, the usual method.

Sch. Ariel, which has been lying up at Long Wharf, Boston, for some time, is being fitted for winter haddocking under command of Capt. Freeman Mason.

Sch. Stranger is at T wharf, Boston, being fitted for market fishing under command of Capt. John Shea, and has been thoroughly overhauled and slicked up.

Dec. 31.

THREE VESSELS, 62 MEN LOST.

Record of Gloucester Fisheries the Past Year.

VESSEL LOSS DECREASED.

Number of Lives Above Average of Recent Years.

With the close of the year the Times publishes, in accordance with its usual custom, the record of the loss of lives and vessels in the fisheries from this port during the year, giving as far as they could be secured the names of the men, their ages and places of birth, whether married or single, and other matters of interest connected with their death. As has been the usual custom, the list includes the men lost from their vessels by being washed or knocked overboard or who met their death while astray from their vessels in fogs, those killed by accident on board vessels, those who have died on shipboard or after having been removed to hospitals, those who have been drowned in attempting to board their vessels, and also men hailing from this port but fishing in vessels from other ports.

For the fifth year in succession no vessel of the fleet has gone out from port and never been heard from, and after many weeks of anxious watching been given up as lost, and only three vessels of the fleet have become total losses, while the loss of life is slightly above the average of recent years, caused by the loss of nearly one entire crew by their vessel being run down by a steamer and by the foundering of a former vessel which was being sailed for a southern port by a crew shipped at

this port and composed entirely of Gloucester fishermen.

The whole number of vessels lost during the year was three, including sch. Vera, which went ashore on the Nova Scotia coast yesterday and will probably be a total loss, with a total tonnage of 262.90 tons gross and 195.17 tons net, two of the vessels being among the finest of the fleet, the monetary value of the lost craft being estimated at about \$22,000, on which there is an insurance of \$17,500. One of the lost vessels was engaged in the Bank salt cod fishery, one in the fresh halibut fishery and one in the shore pollock fishery.

The total number of men reported drowned during the year was 62, leaving 14 widows and 46 children. The deaths caused by men being washed overboard from their vessels numbered 11, while nine men were drowned by the capsizing of their dories, 12 drowned by their vessel being run down by a steamer, nine by the foundering of their craft at sea, seven died on board vessels or in hospitals, seven went astray from their vessels and were never heard from, four fell overboard from vessels, two were killed by an explosion of gasoline, two fell from wharves and were killed, and one was found drowned in the lock.

The total number of vessels lost during last year was six, of a total tonnage of 636.55 tons gross, and 431.58 tons net, the valuation of the lost craft being \$74,300, having an insurance of \$53,891. The number of men drowned during the year was 39, leaving 16 widows and 34 children.

The losses of vessels and lives during the year were as follows:

Vessels Lost.

H. F. Geel, a well known fisherman from this port, native of Waldoboro, Me., was drowned by falling overboard from sch. Nautilus at Pensacola November 12.

Thomas Powers, 30 years old, native of Conception Bay, N. F., single, Thomas Nickerson, 28 years old, native of Nova Scotia, single, and Peter Doucette, 35 years old, native of Tustet Wedge, N. S., single, three of the crew of sch. Fame, which was run down and sunk by steamer Boston onashes bank May 27, 14 others of the crew belonging in Boston being drowned.

Men Lost.

Robert B. Adams, 38 years old, native of Rockport, one of the crew of sch. Etta B., died at Kittery, Me., January 6, while on a haddocking trip from heart failure caused by acute indigestion.

William R. Ballen, 20 years old, native of Conception Bay, Newfoundland, single, washed overboard from sch. Elmer E. Gray, January 16, off Liscomb, N. S.

William McCarren, 35 years old, native of Argyle, N. S., single, and Jerome Steele, 30 years old, native of Rock Barra, N. E. I., single, washed overboard from sch. Preceptor while furling sail on Green bank, January 19.

James George, 60 years old, native of Sandy Point, N. S., one of the crew of sch. Mary E. Webb, drowned in the dock January 20, while going ashore from his schooner, single.

George Crowell, 36 years old, native of Clark's Harbor, N. S., single, one of the crew of sch. Manomet, drowned off Thatcher's island January 20 by the capsizing of his dory.

Capt. Alfred Green, 40 years old, native of Arichat, C. B., washed overboard from sch. Yakima January 23 on Brown's bank, left widow and one child.

Colin C. Chisholm, 57 years old, single, native of Cape Breton, one of the crew of sch. Arabia, died at the Chelsea Marine Hospital January 26.

Roger Lord, 50 years old, master, native of Maine, Stanley Ryan, 35 years old, native of Nova Scotia, left widow and six children, Hibbert Conrad, 43 years old, native of Port Medway, N. S., Edgar Teal, 30 years old, native of Port Medway, N. S., single, Norman Sponagle, 43 years old, native of Dublin, N. S., single, Barney Conrad, 20 years old, native of Port Medway, N. S., single, Arthur Smith, 42 years old, native of England, and Thomas Cronin, 42 years old, native of Ireland, left widow and family, lost by the foundering of sch. Northern Eagle in the Gulf of Mexico in January.

Dec. 31.

Ambrose Connors, 60 years old, native of Nova Scotia, single, one of the crew of sch. Arthur B. Story, died of heart disease while on a trip to Georges February 4.

Stephen Burns, 30 years old, native of Liverpool, N. S., single, and Russell Grouse, 35 years old, native of Liverpool, N. S., single, two of the crew of sch. Speculator, drowned off the Cape Shore February 1 by the capsizing of their dory.

John Stobing, 38 years old, native of island of Heligoland, Germany, leaves a widow and nine children, and Robert Leonard, 35 years old, native of East Boston, single, went astray from sch. Theodore Roosevelt on Green Bank February 4. Leonard's father was drowned October 25 of last year, being one of the crew of sch. Thomas A. Cromwell.

Benjamin Raymond, 30 years old, native of Nova Scotia, single, one of the crew of sch. Mary T. Fallon of Boston, drowned on Middle bank, February 7 by the capsizing of his dory, his dory mate being rescued.

Paul Williams, 55 years old, native of Germany, left widow and one child, Sven Larson, 58 years old, native of Sweden, left widow, and Sylvine Landry, 23 years old, native of Tusket Wedge, N. S., single, three of the crew of sch. Waldo L. Stream, went astray in their dory on Quero bank, February 27. Larson and Augustus Johnson went astray from the schooner on February 27, and the following day two dories, one manned by Williams and Landry and the other by Alex. Campbell and John Tompkins, started out in search of them. Both of the searching dories discovered the missing men about the same time, and one was taken aboard of each and started for the vessel, but the one containing Williams, Larson and Landry never reached the schooner.

Capt. Augustus Swinson, 58 years old, native of Sweden, washed overboard from sch. Kineo on Georges March 7, left widow and two children.

Thitbard, 30 years old, native of Nova Scotia, single, washed overboard from sch. Smuggler March 8 on Quero bank.

Lawrence Kelley, 30 years old, native of Newfoundland, single, fell overboard from sch. Mystery on Georges March 15.

John Bailey, 43 years old, native of Pictou, N. S., single, fell overboard from sch. Cecil H. Low on Georges March 18.

Michael Lynch, 33 years old, native of Newfoundland, single, died on board sch. Cynthia from a shock off Boon island March 23.

Patrick Corcoran, 35 years old, native of Newfoundland, single, and Michael White, 30 years old, native of Newfoundland, single, two of the crew of sch. Massachusetts, drowned on St. Peter's bank April 17 by the capsizing of their dory.

Charles Peterson, 43 years old, native of Denmark, washed overboard from sch. Niagara on Quero bank April 19, left widow.

Fred. Frazier, 45 years old, native of Nova Scotia, left widow and one child, one of the crew of sch. Mabel D. Hines, died at the hospital at North Sydney, C. B., May 5.

Thomas Whiffen, 27 years old, native of Newfoundland, single, one of the crew of sch. Slade Gorton, fell from the wharf at Newport, R. I., May 19.

Capt. James McShara, 53 years old, native of Campobello, N. S., left widow and four children, one of the crew of sch. Alert, and Valentine Ledwell, 30 years old, native of Placentia, N. F., single, fatally injured by a gasoline explosion on sch. Alert while lying at Chisholm's wharf in this city June 16.

Jacob Jennings or Jensen, 26 years old, native of Harbor Breton, N. F., single, one of the crew of sch. Monitor, drowned on Bacalieu bank July 27 by the capsizing of his dory, his dorymate, Patrick Murphy, being rescued.

Vincent Dillon, 27 years old, native of Witless Bay, N. F., single, washed overboard from sch. Senator off the Cape Shore August 1. Michael Guthrie, who was washed overboard by the same sea, was saved by grasping the log line.

Dec. 31.

Capt. Alex. McEachern, master, 48 years old, native of River Inhabitants, C. B., left widow and three children, Koch Wentzell, steward, 36 years old, native of Lunenburg, N. S., single, Walter Flander, 24 years old, native of Cordroy, N. F., single, Edward P. English, 35 years old, native of Conception Bay, N. F., single, Reuben Porter, 45 years old, native of Eel Brook, N. S., left widow and family, Dillon Porter, 20 years old, son of Reuben Porter, single, Alfred Muise, 36 years old, native of Eel Brook, N. S., single, Augustus Loegold, 26 years old, native of Cape Breton, single, and Thomas R. Muise, 48 years old, native of Eel Brook, N. S., single, drowned on Le Have bank August 8 by sch. Maggie and May being run down by the German war steamer Freya.

Coleman Townsend, 40 years old, native of Lockeport, N. S., one of the crew of sch. Maxine Elliott, died at the hospital at Louisburg, C. B., August 8 from injuries received by being struck by a sea on board the vessel on Quero bank August 2, left widow and nine children.

Capt. Stephen Cole, 55 years old, native of Deer Isle, Me., left widow killed August 28 by falling from the wharf while boarding sch. Priscilla Smith.

Stephen Burke, 23 years old, native of Tusket Wedge, single, fell overboard from sch. Catherine Burke August 28 in South Channel.

John Nelson, 45 years old, native of Norway, single, and Sopus Olson, 23 years old, native of Norway, single, two of the crew of sch. Essex, drowned on Bacalieu bank August 31 by the capsizing of their dory.

Frederic Blatchford, 45 years old, a native of this city, one of the crew of sch. Constellation, died in the hospital at Boothbay, Me., September 2 from a shock of paralysis, left four children.

Edward Fitzpatrick, 30 years old, native of Placentia Bay, N. F., single, swept from the bowsprit of sch. Conqueror in South Channel September 2.

Ephraim Nickerson, 22 years old, native of Pubnico, N. S., single, washed overboard from sch. Susar and Mary November 12 on the passage home from Western bank.

Joseph Marr, 28 years old, native of Newfoundland, single, and Frank Mansfield, 30 years old, native of Newfoundland, single, washed overboard from sch. Vera December 25 near Canso, N. S.

Two of the crew of sch. Atlanta, names not yet known, probably strayed from their schooner in a fog on Bacalieu bank.

Sch. Maggie and May, 122.09 tons gross, 88.01 tons net, built at Essex in 1901, and owned by Davis Bros.,

was run down and sunk by the German war steamer Freya on Le Have bank August 8 and nine of her crew drowned, and four saved. Valued at \$3360 and insured for \$7390 by the Gloucester Mutual Fishing Insurance Company on the vessel and outfits, the balance being carried by other parties.

Sch. W. B. Keen, 30.75 tons gross, 29.72 tons net, built at Kennebunk, Me., in 1879, and owned by the Gorton-Pew Fisheries Company, went ashore on Milk island October 14 and caught fire and burned. Crew saved. Valued at \$2000 and insured by the Boston Insurance Company for \$1000 on the vessel and \$500 on outfits.

Sch. Vera, 110.06 tons gross, 77.42 tons net, built at Essex in 1900, owned by the Gorton-Pew Fisheries Company, went ashore at White Point, near Canso, N. S., December 30, and will probably prove a total loss. Valued at \$10,000 and insured by the Gloucester Mutual Fishing Insurance Company for about \$8000.

Dec. 31.

Squid Still Plentiful.

The fishermen have been surprised at the way the squid have held out this winter. The fish are still being taken in large quantities in the traps along Cape Cod and by netters, and are washed ashore in large numbers. The fresh squid are selling at Boston for bait, and are keeping back the frozen squid with which the freezers at the cape are well filled. Many of the fishing vessels are depending on what they can take of the squid themselves for bait they need, and are thus making a considerable saving in the cost of their trips.

Dec. 31.

HERRING PRICE RAISED.

Now Too High To Allow Purchase To Salt.

Some Vessels May Have To Return with Partial Cargoes.

Since yesterday noon the owners of vessels now at Bay of Islands, N. F., have received telegrams informing them of the herring situation there, up to date. Naturally, the telegrams differ somewhat in their details, but seem to agree on the principal points.

One despatch says no herring are being taken to salt, which practically means that the salt herring season is over and those who have them, have them, and those who have not will go without. This news regarding the salt herring season being done is borne out by other telegrams telling of the big prices which herring are bringing, green, or by the basket frozen, which figures would preclude the loading to salt.

One despatch yesterday stated that the weather continued mild and that there was no ice in any of the Arms except the Humber.

It is known that most of the frozen fleet are putting up herring on the scaffolds for freezing, the cold weather being expected at any minute, and also that a few freezings would be sufficient to finish up a few cargoes and send them on the way home.

All the telegrams seem to agree that herring are not plenty. "Scarce" is the term most of them use, while one says "fair." Still another message says that some of the vessels have few if any herring, and that should things continue as they are some may be obliged to come along with partial cargoes.

Sch. Maxine Elliott arrived at this port this afternoon from Bay of Islands, N. F., with a cargo of salt herring.

Sch. Senator Gardner, which arrived here yesterday, had in addition to her cargo of salt herring, about 20,000 pounds of frozen herring, natural frost goods and the first of the kind from Newfoundland this season.

A letter to the Boston Fish Bureau from Bay of Islands, dated December 24, says it is difficult to get news from them, owing to ice conditions. The last vessels to sail were sch. Maxine Elliott and Esperanto. Herring were reported scarce in Middle and North Arms the past week, and about 25 vessels were waiting for cargoes. The Humber was rozen seven miles out and herring were reported plentiful there, the fish being of medium size, but there was no possibility of the vessels getting to them on account of the ice. The last week was frosty and good for freezing herring. The total number of vessels that sailed up to that date were Americans 23 and British eight. In all, 46 Americans had arrived and 16 Canadians. When the letter was written the weather conditions were frosty and the Newfoundland cutter Fiona had been doing good assisting vessels out of the ice.

A handsome little knockabout schooner sailed into the south basin at T wharf, Boston yesterday morning and created a general inquiry as to who she was. She proved to be sch. Mary J. Beals from Eastport, Me., with a cargo of frozen herring. The trim little schooner put it all over the Boston boats. She is painted a pure white with colored lines running along the rail and looks more like a first-class yacht than a fisherman.

REACHED HOME YESTERDAY.

Capt. Sargent Shows No Ill Effects from His Long Exposure.

Capt. Luther Sargent of Annisquam, who went out in his power dory Sunday morning, and made Portsmouth, N. H., in safety after his engine broke down by means of the small sail which he always carried, running before the wind, returned to Annisquam safe and sound, but somewhat tired from his experience, late yesterday afternoon. After having the engine put in condition he started on the return trip, and although having some trouble at intervals with the engine, reached Annisquam all right. Today he felt all right and did not sustain any ill effects from his exposure for so many hours in an open boat.

FISHING INDUSTRY HAD A GOOD YEAR.

Vessels, Crews and Owners Shared in Results Attained.

CATCH AS A WHOLE SATISFACTORY AND PRICES WELL SUSTAINED.

Big Cod Catch and Reappearance of Squid Leading Features—Work of Steam Trawlers Denounced.

Another year passes into history today and once more Gloucester, as she has annually for over two centuries and a half, takes account of how her fisheries, the greatest in the western hemisphere, have fared.

Viewed from any angle, the fishery year has been a successful one. Owners of vessels and shippers and curers of fish say so. They call it a good fair business year, better than the average, and find chance for but little complaint.

They find much satisfaction in three things, the reappearance of squid on the banks, the fine showing of the cod fishermen and the general good trade. They figure the most discomforting feature to be the appearance of a large fleet of steam trawlers on Quere bank last summer and in its operations, with the chances of its number being doubled next season, see a menace to the dory-handline fishery and a ruination of this prolific fishing ground. They strongly endorse the Times' fight to have the matter of steam trawling on North Atlantic banks made a matter of international conference and legislation.

The shippers and curers should be given great credit, not only for the fine prices generally paid for fish throughout the year, but also for the quiet, steady manner in which they have maintained prices, throughout the year, on fish from the vessels.

At present trade is quiet, as it always is about Christmas and New Years. The concerns have big stocks on hand, but, in their opinion, none too large, barring perhaps an overplus of hake, for their trade. They are holding firm and withal feel satisfied with the situation.

In accordance with its usual custom, on the last day of the year, the Times herewith presents to its readers a resume of the fisheries of 1908 and a comparative table showing the catch of the various kinds of fish for the past three years. The table is compiled from accurate records kept by the Times' marine representative and are as accurate as care can make them.

The total amount of fish of all kinds landed at this port in 1908 was 96,722,587 pounds, or 48,311 tons, against 109,879,859 pounds or 54,440 tons in 1907.

It is figured, from actual statistics at hand, and careful conservative estimates, that Gloucester vessels landed direct at other ports during 1908, a total of 32,601,850 pounds, against 39,100,000 pounds in 1907.

The total weight of fish landed at this port and by Gloucester vessels, direct) at other ports, for 1908 reached the fine total of 129,324,437 pounds, or 64,162 tons, against 148,979,859 pounds, or 74,490 tons in 1907.

Looking at the year's work from the fishing fleet point of observation, aside from the curing and shipping ends, the most satisfactory feature has been the appearance of squid on the fishing banks, together with a fine

showing of codfish, which combined, has made an especially good season for the salt bank fleet and especially so for the largely increased fleet of dory handliners, many of whom found squid so plenty that they threw away many of the barrels of salted clams which they took with them for bait, and which cost all the way from \$6.50 to \$8 per barrel. For these craft, the season was eminently a good one as it was also for the larger fleet of deck-handliners which went to the eastward for two trips each last fall.

The "straight Georges" handline fleet, now but a remnant of its former large proportions, had a fair season, but the "drift" fleet, commonly called the "Rippers," did not do as well as usual, owing to a scarcity of fish on the Rips. Most of this fleet found fish so scarce on this favorite fishery spot that they fished on Browns and to the eastward of that about all the season, a few, however, clinging to Georges and doing quite well thereby.

The Georges halibut fleet did not do as well as last season, but nevertheless, several of the vessels pulled out a good season's work. The regular fresh halibut fleet did about the same as it usually has for the past few years, although, on the whole, not quite as well as last year.

The flitched halibut fleet made a better showing than for several seasons. The pollock fishing was very poor and the whiting fishery also was far behind last year and both were anything but remunerative.

The smallness of the Newfoundland herring fleet and the lateness of the herring in striking in the Arms at Bay of Islands, will make the season's catch a small one. However the price on salt herring is well sustained and trade in smoked bloaters is very brisk, also it seems to be the opinion that the comparatively few cargoes of frozen herring expected will find a fair market, so, on the whole a profitable season is fair to expect.

The mackerel fleet, generally speaking, did little and there was a big drop in the salted catch. Some few vessels pulled out with good stocks, but those who sighted the \$10,000 mark were not too plenty.

The shackers, both of the shore and off shore classes, got in good profitable seasons, while the haddockers, big and little, got up against some very hard weather both at the beginning and end of the year, which put a damper on a big season for the fleet in general. The little fellows struck good markets during the summer and fall and the big fellows also profited well during the later term. As usual some few vessels did extra well and on the whole the season, for this fleet, can be classed as fair and above the average.

Taking everything full and by, looking at the year just closing through the glasses of a fisherman, considering the good prices in practically all lines and well sustained throughout the season, and the extra fine catches in many important branches, the observation is that skippers, crews and vessels had a good fair year: quite a bit

better than the average.

THE SEASON IN DETAIL.

Codfish.

Perhaps the most gratifying feature of the fishing year has been the marked increase in the catch of salt cod, thus showing once more and even more strongly than before that the salt bank fleet is not dependent on Newfoundland as a source of bait supply and base of operation, and that despite the manifesto of Premier Bond this staple fishery can and is being prosecuted very successfully.

The catch this year, some 23,000,000 pounds, is an increase of about 7,500,000 pounds over last season's figures, and due principally to the presence of a large quantity of squid on most of the fishing grounds after mid-summer and during all the fall and of the accompanying good school of codfish, which enabled the trawlers not only to do finely on the first trips, but allowed all to pick up fair second fares, while the largely increased fleet of dory handliners was doing extra well and the deck handliners, a little later, picked up record fares. Had the catch of the salt Rips fleet and the straight Georges fleet been as good as usual, the accomplished big total would have been largely increased. It has been what the fishermen term 'a squid year' and the fish were not scarce. While salt cod landings showed up so finely, the receipts of fresh cod fell off some 3,000,000 pounds, due mostly to the fact that the fresh Rips cod fishermen did not do as well as usual and therefore had to bring less of their fares here to split. This state of affairs was especially noticeable during June, July and August. Still the catch, as a whole, was a good one, losing only by comparison with the catch of 1907 which was unusually large. The shackers did well as did the fresh and salt trip crafts and only the falling off of the Rippers kept the total from reaching the magnificent figure of last season.

Mackerel.

The catch of salt mackerel was clearly disappointing. The season opened fairly well, but the bottom dropped out of everything along in July and had it not been for the strike of 14 seiners in North Bay in September and October, with the accompanying high prices, the failure would have been even more conspicuous.

The catch of the southern fleet did not hold up to the opening anticipations, but the Cape Shore yield was good. After that, the scene was changed to the Rips and here the best catches of the season were made, but at the daily and nightly risk of losing vessels and men while contending with the swift tide, shallow waters and hard sand bars.

No mackerel, beyond a mere handful, were taken on Georges, Bay of Fundy, Maine coast or local shore, and for the fish to fall on the former ground was something most unusual. It was a big disappointment to find no strike of fish on the Maine coast, so as said above, the Rips was the stamping ground of the fleet and most of the fish caught there were landed fresh at Boston and this port. The bulk of the catch, outside of that from the Cape Shore, was landed fresh and this, to some degree, accounts for the smallness of the salted landings.

It is thoroughly believed by close observers that the mackerel sought other than their usual haunts, and next year, should the Grampus be secured, it is thought that their new whereabouts may be found and the schools kept run of.

Out of a total salt catch of 21,167 barrels, 17,450 barrels were landed at this port.

The catch of fresh mackerel was good, aggregating 57,566 barrels for the New England fleet—about 1400 barrels better than last year. Of this big lot of fish, the great bulk of which was caught by Gloucester vessels, only 4365 barrels were landed here, but that was 1300 barrels more than were landed here in 1907.

Pollock.

Although the pollock catch of the season which closes today, is above the average for the past 10 years, yet, when compared with the 17,600,000 pound catch of 1905 and the 16,700,000 landing of 1907, the 1908

offering of about 7,000,000 pounds shows rather poorly. The pollock schools the past three months, although large and plentiful off shore, did not come inside the "Ridges" and the fleet as a whole did not do much; indeed the fall spurt can fairly be called a failure. Very few fish went to the splitters and since September much of the catch has gone to the market at good prices. Perhaps it is just as well there was no large catch, as the splitters and salt fish shippers, owing to the demoralized state of the market at Porto Rico, and big stacks of other fish on hand, did not really care for many and the splitting price, even with the few landed has ruled very low. Had there been a big catch the price would have had to have been even lower than now and this would have quickly shortened up the fleet. Indeed some of the big concerns went so far as to say that had many more pollock been brought in they would not have been able to take them at any figure.

Newfoundland Herring.

The catch of Newfoundland salt herring brought to this port for the year 1908 is less than half the amount brought here in 1907, for the reason that the latter year brought within its limits the major part of the catches of two seasons, 1906-7 and 1907-8. Then again the herring fleet this season is much smaller than last and owing to adverse weather conditions and scarcity of fish at Bay of Islands for a long time this fall, but comparatively few cargoes of this season's catch have yet come along.

Last year's catch of nearly 70,000 barrels was a record breaker, but thus far this year less than half as many barrels have been landed.

As to frozen herring, the receipts here this year are larger than those of last year for the reason that the bulk of the catch of the 1907-8 season did not reach here until after January 1, 1908. The receipts this fall and winter have been very meagre, but the year's total figures up to over 26,000 barrels against 21,500 barrels in 1907.

Cured Fish.

Cured fish, practically all from Southwest Harbor, Long Island, Swan's Island, Manset, Owl's Head, Korea, Jonesport, Cundy's Harbor and New Harbor, all on the Maine coast, and a few from Provincetown, are in much larger receipt than last year, about 31,000 quintals being the figure this season, as against 18,000 quintals last year. This total would probably have been exceeded this year had recent advices not been to send forward no more shipments on account of large stocks on hand here and consequent low prices. These fish were for the most part cod, hake and pollock, with some haddock and cusk.

Haddock.

The amount of haddock landed here in 1908, some better than 8,000,000 pounds, is over 2,000,000 pounds ahead of the 1907 receipts in this line. For this no special reason can be attached, except that the shacks brought a little more than usual of this kind of fish and a rather unusual amount of prime stock from the market fleet had to come here to split during the latter part of August, September and early October.

Hake.

The gain on haddock is fairly balanced in weight by the loss on hake, the fall off here being due to the "hakers" on the Maine coast not doing as well as last year and not so many of the large vessels going after these fish on LaHavre bank, the latter preferring to give their attention to the more paying business of cod catching on Western bank.

Cusk.

The fall off on cusk, nearly a million and a half pounds, is accounted for in the same manner as is the shortage on hake, to which can be added the fact that the usual splendid catches of these fish by some of the Georges halibuters were conspicuous by their absence.

Fresh Halibut.

Fresh halibut receipts show up about the same as last year, the shortage being accounted for not because of any smaller catches of the straight halibuters but because of the lack of success of the Georges halibuters, in their search to locate these fish. Extremely bad weather at the first and last of the year undoubtedly prevented the halibut fleet from finishing with a catch ahead of last year's total.

Fitch Halibut.

The northern fitch halibut fleet as a whole did better than the fleet of 1907, landing about three-quarters of a million pounds of halibut fitches and a little better than a like amount of salted codfish. Enough fitches were landed by the fresh halibuters and salt bankers to bring the total up to about 881,000 pounds. In 1907 the northern fitch halibut fleet landed 776,000 pounds of fitches, but fell far short of this season's fine total on salt cod. The landings of fitches for the whole season of 1907 was 825,700 pounds, so on these the two seasons were about equal.

Shore Herring.

The catch of fresh shore herring by the gasoline seineboats and torching dories was one of the largest for many years, the aggregate for the fall season going over the 20,000 barrel mark, as against 13,000 barrels last season. This year the fishery began early, about the latter part of August, while in 1907 the first strikes were not made until after the middle of September. The catch of salt shore herring was light; 2500 barrels will cover it.

Whiting.

The enormous catch of whiting last year was not followed up this season by a landing of anything like a similar amount. The reason for this was not so much because the fish were scarce or did not show plentifully along shore hereabouts, as that the dealers wanted but few and discouraged the catching of them by offering a price so low as to make the fishery anything but successful financially. Last year's catch totalled 16,000 barrels. This year 25 per cent of that amount will easily cover all that was landed here.

Swordfish.

Swordfish were in more liberal receipt here last summer than in 1907. But one or two regular fares were landed here, but many of the bankers and Georges halibuters had from one to half a dozen fish on some of their trips and this went far to swell the total to nearly 12,000 pounds. Last year about 8000 pounds were landed here.

Shad.

The big gasoline boats struck some good schools of shad over in Ipswich bay and off here and landed over 1600 barrels, almost four times as much as they did in 1907. The bulk of these fish were barrelled and salted and some few were smoked after being salted.

Bluebacks.

There was a big run of bluebacks last summer, the waters all along shore seeming to be alive with them. There seemed to be quite a demand too, at a fair figure and the shore boats landed over 4000 barrels here. Last season the catch was much less.

Small Boats.

Although the small boats, the "mosquito" fleet, did somewhat better on mackerel than last year, still the big decline in their catch of pollock and whiting more than counterbalanced the increase in any other direction and brought their season's work down to about 600,000 pounds.

Comparative Annual Receipts.

The following table gives the catch of each kind of fish landed at this port, for the years 1908, 1907 and 1906, together with the total catches of these years and of the whole Gloucester fleet, landed here and at other ports direct:

DAILY TIMES FISH BUREAU.

Today's Arrivals and Receipts.

Sch. Alice R. Lawson, Bay of Islands, N. F., 1500 bbls. salt herring.
 Sch. Oregon, Bay of Islands, N. F., 1600 bbls. salt herring.
 Sch. Elva L. Spurling, via Boston 20,000 lbs. fresh fish.
 Sch. Rob Roy, via Boston, 10,000 lbs. fresh fish.
 Sch. Appomattox, via Boston, 10,000 lbs. pollock.
 Sch. Teresa and Alice, shore.
 Sch. Rita A. Viator, shore.
 Sch. Emily Sears, shore.
 Sch. Maud F. Silva, shore.
 Sch. Olive F. Hutchins, shore.
 Sch. Mary E. Cooney, shore.
 Sch. Victor and Ethan, shore.
 Sch. Edith Silveira, shore.
 Sch. Sadie M. Numan, shore.
 Sch. Richard J. Munn, shore.
 Sch. Minerva, shore.
 Sch. George E. Lane, Jr., shore.
 Sch. Mina Swim, shore.

Today's Fish Market.

Round pollock, 55 cts. per cwt.; gutted 6 cents.

Salt Georges cod, large \$4.00, medium \$3.00.

Bank halibut 11 cts. per lb. for white and 8 cts. for gray.

Salt pollock, \$1.50; salt haddock, \$1.50.

Eastern salt shack trip cod, \$3.25 per cwt. for large and \$3 for markets.

Splitting prices for fresh fish, Western cod large, \$2.00; mediums, \$1.60; Eastern cod large, \$1.90; medium, \$1.50; cusk, \$1.60; \$1.65; haddock, 80 cts.; hake, 75 cts.; pollock, 70 cts.

Eastern deck handline cod, \$4.00 for large and \$3.00 for mediums.

Boston.

Sch. Thomas J. Carroll, 5000 haddock, 3000 cod, 2000 hake.
 Sch. Fannie E. Prescott, 2000 haddock, 15,000 cod.
 Sch. Leo, 1200 haddock, 1200 cod, 35,000 hake.
 Sch. Athena, 7000 haddock, 2000 cod, 4000 hake.
 Sch. Mary B. Greer, 3000 haddock, 1000 cod, 2000 hake.
 Sch. Walter P. Goulart, 500 haddock, 500 cod.
 Sch. Washakie, 10,000 haddock, 6000 cod, 5000 hake.
 Sch. Hortense, 4000 haddock, 6000 cod, 6000 hake.
 Sch. Matiana, 5000 haddock, 2000 cod, 7000 hake.
 Sch. Mary T. Fallon, 5000 haddock, 1000 cod, 500 hake.
 Sch. Yakima, 14,000 haddock, 30,000 cod, 2000 hake, 2000 cusk, 3000 pollock.
 Sch. Quannapowit, 25,000 haddock, 4000 cod.
 Sch. James W. Parker, 30,000 haddock, 25,000 cod.
 Sch. Helen B. Thomas, 7000 haddock, 2000 cod, 8000 hake.
 Sch. Speculator, 23,000 haddock, 30,000 cod, 2000 hake, 2000 pollock.
 Sch. Seacomet, 3500 haddock, 2000 cod, 7000 hake.
 Sch. Flora J. Sears, 4000 haddock, 500 cod, 2000 hake.
 Sch. Clara G. Silva, 3500 haddock, 1000 cod, 6000 hake.
 Sch. Mildred Robinson, 20,000 haddock, 12,000 cod.
 Sch. Mertis H. Perry, 1700 haddock, 1700 cod, 5000 hake.
 Sch. Buena, 3500 haddock, 500 cod, 2000 hake.
 Sch. Emily Cooney, 8000 haddock, 2000 cod, 2000 hake.
 Sch. Ida S. Brooks, 5000 haddock, 1000 cod.
 Sch. Evelyn L. Thompson, 3000 haddock, 2000 cod, 8000 hake.
 Sch. Pontiac, 7000 haddock, 1000 cod, 1000 hake.
 Sch. Mary E. Smith, 3000 cod.
 Sch. Mary E. Cooney, 6500 haddock, 1200 cod, 5000 hake.
 Haddock, \$1.50 to \$3.00 per cwt.; cod, \$1.50 to \$2.00; large hake, \$2.25.

Fishing Fleet Movements.

Sch. Catherine Burke was at Halifax, N. S., on Monday.
 Schs. Gladys and Sabra and Susan and Mary were at Liverpool, N. S., on Monday.
 Sch. Arthur D. Story was at Shelburne, N. S., on Monday.
 Capt. Edward Peterson is now in command of sch. Teresa and Alice in the market fishery.

Some pollock still play around the Newburyport shore. Capt. King landed 23,000 pounds at Newburyport yesterday and Capt. Hunt had 8000. There was about 5000 pounds of cod in the former lot.

WEATHER SOME COLDER.

Good Catches of Herring Reported in North Arm.

Three Vessels Reported Loaded with Frozen Herring.

Two of the herring fleet, schs. Oregon and Alice R. Lawson, arrived home this morning from Bay of Islands, N. F., each with a full cargo of salt herring.

Sch. Maxine Elliott, Capt. Thomas Benham, which arrived here yesterday afternoon, had a good passage along, encountering no bad breezes, but good steady weather after coming by Louisburg, C. B.

While no direct advices can be secured on the matter, it is generally understood that sch. Ralph L. Hall of this port, and also one of the Lunenburg, N. S., fleet have loaded and sailed, or are about ready to sail, with frozen herring cargoes.

But little more frost is needed to finish up loading several of the frozen herring fleet and send them along for market.

Late advices yesterday, direct from Bay of Islands, stated that the weather was now a little colder and that good catches were reported in the North Arm.

Beside sch. Ralph L. Hall and the Lunenburg schooner, it was thought last night that another of the frozen herring fleet was ready to sail.

Dec. 31.

	Barrels	Pounds	Barrels	Pounds	Barrels	Pounds
Salt Cod	23,115,705		15,712,700		18,387,800	
Fresh Cod	13,130,700		16,167,400		8,550,700	
Halibut	2,816,050		3,081,765		3,442,400	
Haddock	8,409,100		6,063,800		14,095,100	
Hake	7,868,400		9,801,950		5,437,910	
Cusk	3,405,800		4,805,300		4,021,900	
Pollock	7,133,200		16,754,400		7,314,400	
Flitched Halibut	880,542		826,210		582,935	
Fresh Mackerel	4,365		613,400	1,969	383,800	
Salt Mackerel	17,450	3,490,000	29,725	5,945,000	10,999	2,199,800
Fresh Herring	20,537	4,107,400	13,091	2,618,200	12,084	2,416,800
Salt Herring	36,737	8,376,036	71,561	16,315,908	67,771	15,451,788
Frozen Herring	26,450	6,612,500	21,565	4,313,000	25,389	5,077,800
Swordfish		11,954		8,250		3,001
Cured Fish	3,404,800		2,004,800		3,496,950	
Porgies					225	45,000
Halibut Flns	358	71,600	413	82,600	270	54,000
Whiting	4,000	800,000	16,000	3,200,000	6,000	1,200,000
Shad	1,653	330,600	355	71,000	931	186,200
Fresh Fish from Boats		600,000		750,000		1,000,000
Miscellaneous		1,285,200		744,176		468,000
Total at Gloucester	96,722,587		109,879,859		93,816,284	
Total by Gloucester Vessels at other ports, direct (estimated)	32,601,850		39,100,000		34,271,000	
Total at Gloucester and by Gloucester vessels at other ports	129,324,437		148,979,859		128,087,284	

